

snow deep on the trail I had opened the previous year from Seymour to the Columbia River. I set a large party of men at work to cut away through the snow to enable the numerous pack animals conveying supplies, and that were stopped by the snow, to get through to the Columbia River. I opened a trail from La Porte, the head of steamboat navigation below the Dalles de Mort, into the Valley of Gold River to enable pack animals to reach McCulloch and French Creeks, two tributary streams to Gold River in the beds of which streams very rich deposits of coarse gold had been found the previous Autumn.

I now went down the Columbia River and on my way sent one of my assistants, Mr. Albert Perry, as before mentioned, to explore the southeasterly fork of the Illecillewaet River, &c., subsequently named by the Rev. Principal George M. Grant,

"ROGERS PASS."

I think it should be named Perry's Pass, as he was the first white man to traverse it. I also sent my other assistant, Mr. James Turnbull, to try and find a pass from the northerly portion of Kootenay Lake into the valleys of either the Columbia or Kootenay Rivers east of Kootenay Lake.

As both my assistants were expert explorers, and thoroughly reliable men, I felt convinced that in connection with the exploration of the valley of the Kootenay River, between Wild Horse Creek and the Columbia Lakes, and the valley of the Columbia River around the Selkirk Range, and the valleys of sundry tributary streams to those rivers, I was about to make myself, that a thorough knowledge of the Selkirk Range, so far as any pass or passes through the range were concerned would be definitely settled.

At the completion of the Columbia River explorations at the end of the year 1866, I was fully convinced that a remarkably good line for a railway, considering the rugged nature of the country, could be obtained from Burrard Inlet via the Eagle Pass, the valley of the Columbia River and the Howse Pass through the Rocky Mountains, to the prairie country east of the Rocky Mountains, and that a railway built along this line, and extended easterly in an almost air line to Winnipeg, and thence to Rat Portage, would be the best obtainable line for the transcontinental railway I had now been so many years hoping to promote.

The foregoing exploratory surveys, made long before the Dominion of Canada came politically into existence, gave me a personal knowledge of the western portion of British North America that no other person had, and those explorations may, I think, fairly be considered as the history of the first active and substantial steps, undertaken and successfully carried through, in the face of almost insurmountable difficulties, which insured for the people of Canada, before most of those now living ever even knew of such a country as British Columbia, a line for Canada's first and greatest transcontinental railway—the Canadian Pacific Railway.

On my return to New Westminster at the end of the year 1866 I entertained high hopes that I would be able to induce the Governor, on the opening of the following Spring, to authorise me to construct a wagon road through the Eagle Pass, and open up the Selkirk Range by constructing various trails through the valleys south of the east end of the Eagle Pass, as I felt convinced that portion of the colony was very rich in mineral wealth, and by making it accessible it would attract immigration to the colony from British territory east of the Rocky Mountains, instead of relying upon drawing our future population from foreign countries whose shores are washed by the waters of the Pacific Ocean, and, consequently a large proportion of such immigrants would be very undesirable.

I was much disappointed, for I found that the Governor had decided to charter a steamer to ply between San Francisco and New Westminster and bring people into the colony that way, and consequently I could not get any money for further explorations and works in the Columbia River section, as the very limited resources of the colony would be expended in this useless endeavor to populate the country before it was rendered accessible.

The Governor's decision caused

SERIOUS DIFFERENCES

between us, and I left the service, and as I foresaw that the development of British Columbia would be retarded for some years I left the country with the intention of exploring through American territory and getting a personal knowledge of the great States of the American Union west of the Rocky Mountains, and of the projected Central and Union Pacific Railways, and of the probable line of a railway that might be built near the southern boundary of British Columbia, and that is now traversed by Mr. J. J. Hill's Great Northern Railway. I wished to ascertain the probable effect the building of this latter railway would have in drawing away Canadian trade into American channels, in order that my proposed Canadian railway should be prepared to meet such an emergency by branch lines properly located for that purpose.

Thus ended the first episode in the early history of the Canadian Pacific Railway.

I spent upwards of four years in United States territory, and during that time traversed a good deal of California, Nevada, Utah, Idaho, Oregon and Washington, waiting anxiously to hear that the confederation of the different portions of British North America was accomplished, and as I kept up a correspondence with the late Sir Joseph William Trutch, who was Chief Commissioner of Lands and Works, etc., in 1865 and 1866, when I was Assistant Surveyor-General and made the Columbia River explorations, I was kept posted upon what terms British Columbia would agree to join the confederation.

I had strongly urged Mr. Trutch to insist that the construction of a transcontinental railway should be imperative, as it was the